

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1.-13. (Canceled)

14. (New) An ignition coil for a gasoline engine, comprising:

at least one first winding layer of a primary winding;

a coil core on which the at least one first winding layer is wound up;

at least one second winding layer of a secondary winding that is wound up on the at least one first winding layer; and

at least one third winding layer of a shield winding, the at least one third winding layer being situated between the at least one first winding layer and the at least one second winding layer.

15. (New) The ignition coil as recited in Claim 14, wherein the primary winding includes at least two winding layers, the top winding layer of the primary winding, facing the secondary winding, forming a winding layer of the shield winding.

16. (New) The ignition coil as recited in Claim 15, wherein the secondary winding has at least two winding layers, the bottom winding layer of the secondary winding, facing the primary winding, forming a winding layer of the shield winding.

17. (New) An ignition coil for a gasoline engine, comprising:

at least one winding layer of a secondary winding;

a coil core on which the at least one winding layer of the secondary winding is wound up;

at least one winding layer of a primary winding that is wound up on the at least one winding layer of the secondary winding; and

at least one winding layer of a shield winding being situated between the at least one winding layer of the secondary winding and the at least one winding layer of the primary winding.

18. (New) The ignition coil as recited in Claim 17, wherein the primary winding has at least two winding layers, the bottom winding layer of the primary winding, facing the secondary winding, forming a winding layer of the shield winding.
19. (New) The ignition coil as recited in Claim 17, wherein the secondary winding has at least two winding layers, the top winding layer of the secondary winding, facing the primary winding, forming a winding layer of the shield winding.
20. (New) The ignition coil as recited in Claim 17, wherein the shield winding is connected to a ground potential.
21. (New) A method for manufacturing an ignition coil for a gasoline engine, comprising:
winding up a first winding layer of an electrically conducting, insulated wire on a coil core in a first winding direction;
winding up at least one additional winding layer of the wire on the winding layer underneath it in a winding direction opposite the winding direction of the winding layer underneath it;
separating the wire at the start of the top winding layer for forming two free wire ends of the top winding layer; and
winding up a separate coil winding, separated from the existing winding layers with at least one winding layer.
22. (New) A method for manufacturing an ignition coil for a gasoline engine, comprising:
winding up a first winding layer of an electrically conducting, insulated wire in a first winding direction on a separate coil winding with at least one winding layer;
winding up at least one additional winding layer of the wire on the first winding layer in a second winding direction opposite the first winding direction; and
separating the wire at the start of the first winding layer for forming two free wire ends of the first winding layer.
23. (New) The method as recited in Claim 22, wherein one wire end of the two free wire ends is connected to ground potential.
24. (New) The method as recited in Claim 22, wherein, upon a change of the winding direction, the wire is secured in a holding device during transition to a further winding layer.

25. (New) The method as recited in Claim 24, wherein the holding device includes an insulation piercing connecting device.

26. (New) The method as recited in Claim 24, wherein one of the two free wire ends is fixed in the holding device and connected to the ground potential.